Sad Plight of DTC Commuters

1707. SHRI DHULESHWAR MEENA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have noticed that the highly remunerative bus routes have been given to private transporters in the Capital, while D.T.C. is in deep red;

(b) if so, what are the reasons that the D.T.C. does not operate its own buses on those routes where the private operators are minting money; and

(c) what steps are being taken by Government to improve the very poor and erratic D.T.C. bus service in the capital, where commuters have to wait for an hour or so at times to get the bus and that too very over-crowded with people standing on footbards?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

(a) No, Sir.

(b) Does not arise.

(c) The following steps have been taken to improve the DTC bus services:—

1. Timely docking and maintenance of buses;
2. Close monitoring of operations;
3. Strict action against defaulting staff;
4. Posting of time-keepers at important points to ensure punctuality in schedule, etc.
5. Maintenance of DTC vehicles as per the recommendations of Chassis manufacturers.
6. Improvement of crew behaviour and quality of service.
7. Prompt grievance redressal for staff, commuters, accident victims and suppliers, etc.
8. Route rationalisation.

Reviewing Routes Structure of DTC Buses

1708. SHRI S. S. AHLUWALIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the rationality of the existing route structure of the buses operated by Delhi Transport Corporation in the Capital have not been assessed for a long time and as a consequence, buses are found plying on a couple of route in rapid frequency with only a few passengers on board whereas on several other routes they ply with long frequency with unmanageable passenger loads;

(b) the steps taken to remove such irrationality in DTC operations;

(c) whether a large number of buses are found stranded on the roads due to break down; if so, the reasons therefor;

(d) how the average operative life of a bus under DTC compares with that under BEST in Bombay or other major public transport agencies; and

(e) what steps are being taken to prevent mishandling of the bus engines by DTC drivers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) DTC undertakes route rationalisation on a continuing basis. Route-wise statistics are maintained and monitored. Surveys are carried out, from time to time, and services adjusted as far as possible according to traffic needs. Based on the surveys new routes are introduced and existing routes extended/modified/curtaied for gainful utilisation of limited resources at the disposal of the Corporation.

(c) The current rate of breakdown of DTC buses per 10,000 kms. is 0.74 per cent. On account of the increasing age of buses, there are

mechanical and electrical failures which resulted in break-down. Other reasons include tyre punctures etc.

(d) Operative life of DTC buses compares favourably with that of other major public sector undertakings.

(e) Refresher courses for drivers are conducted on a regular basis. In these courses, special emphasis is laid on road safety, safe driving and fuel consumption etc. The drivers are given practical training on the roads and their driving habits are checked for effecting improvements.

Revamping of D.T.C.

1709. SHRI S. S. AHLUWALIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that operation of Delhi Transport Corporation has been reviewed by Government for ascertaining the reasons for its incurring huge loss every year; if so;

(b) what are the main reasons attributable to such a state of affairs; and

(c) the steps contemplated by Government to convert Delhi Transport Corporation into a profit earning undertaking?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The reasons for the losses are:

(1) Uneconomic fare structure of DTC.

(2) Rising costs of labour and material inputs.

(3) Concessions given to students and weaker sections of the society through concessional passes.

(4) Heavy interest burden on the loans advanced etc.

(c) Government are continually monitoring the performance of DTC with a view to increase its productivity and to reduce the cost of operations, enforce economy measures, prevent leakage with a view to increase revenue collection and reduce working losses. Rationalisation of routes is another measure which is undertaken by DTC for improving its performance.

With a view to minimise administrative expenses the DTC have decided to stop all further recruitments, except for filling the back-log of vacancies reserved for SC/ST, appointments of next of kin of deceased employees on compassionate grounds.

जल-भूतल परिवहन नीति में परिवर्तन

1710. **श्री सत्य प्रकाश मालवीय :** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार वर्तमान जल-भूतल परिवहन नीति में परिवर्तन लाने पर विचार कर रही है ; और

(ख) यदि हां, तो उसकी मुख्य-मुख्य विशेषताएं क्या हैं ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) और (ख) जी, हां । जल-भूतल परिवहन क्षेत्र के अन्तर्गत आने वाले अनेकानेक विषयों के संबंध में नई नीतियां तैयार करना एक सतत प्रक्रिया है । हाल ही में तैयार की गई नीति में मुख्य परिवर्तन मोटे तौर पर नौवहन कम्पनियों के प्रचालन पर नियंत्रणों और प्रतिबंधों में ढील देने, नौवहन पत्तनों तथा सड़कों के विकास में निजी निवेश को प्रोन्नत करने, सड़क परिवहन क्षेत्र में निजी प्रचालकों की अधिक भागीदारी को प्रोत्साहित करने, मौजूदा क्षमता का अधिकतम उपयोग करने, विस्तृत आर्थिक लक्ष्यों की प्राप्ति में सहायता के लिये परिवहन क्षेत्र की दक्षता में सुधार करने आदि की दिशा में किए गए हैं ।